

The National *Falcon* News



OCTOBER 2008

Larry and Wanda Humphrey
Radford, Virginia

1965 Falcon Futura Convertible

Cover: Larry and Wanda Humphrey

Larry and Wanda Humphrey of Radford, Virginia have transformed this 1965 Falcon Futura that they bought in 2004. See more photos and read their story beginning on page 3. This photo was taken at Mabry Mill on the Blue Ridge Parkway, mile post 176, in Floyd County Virginia.

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

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James H. Dottling, Ltd. FALCON CONNECTION 1960-1965

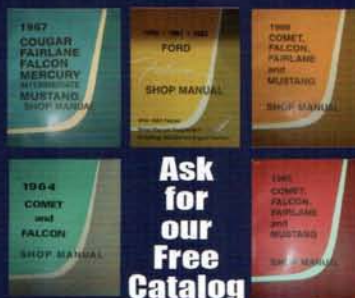


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We purchased this car in 2004 after it had been in a shed for 20+ years. The car did start and would run, but we hauled it home. Several days after getting it home, we took it to a local garage where we know the owner, and left it with him to check it out.

One night while working alone, he put the car on a lift. He was looking under the car when a live black snake fell onto his shoulder. He will not let me bring the car back into his shop.

The car was manufactured at the Lorain, Ohio plant on May 10, 1965 and delivered to District 25 in Richmond, Virginia. When we purchased the car, Body Code (76A), it had the original paint (M white) and original interior (55 red), it came from the factory with a (C) 289 and (5) four speed transmission.



Original white with red stripe color scheme reversed to red with white stripe.



Wanda bringing the Falcon home in 2004.



Restoration Begins

RESTORATION IN PROGRESS



—Continued on page 19

Converting 1960–1964 Steering Into 1965 Steering

By Dick Harrington (FCA# 12563)

Tech Tip

If you are the proud owner of a 1960–1964 Falcon or Comet with manual steering, you may have some issues with the steering in your cherished ride. It might be as simple as getting a good alignment or it may require some replacement of worn parts. See my previous article on “Front End Alignment” in *The National Falcon News*, January 2008 and *Legendary Ford*, November/December 2007 or visit the Comet East web site on the internet: <http://cometeastcarclub.org/Articles/frontendalignment.pdf>.

There are many other issues that can cause the steering to have a mind of its own. They include:

- A raised or lowered suspension
- Wider tires than original
- Radial tires
- Taller coil springs or
- Shortened coil springs

Other reasons to upgrade your steering are the desire to upgrade your six cylinder (4 lug) suspension to the heavier duty V8 (5 lug) suspension or an upgrade to disc brakes (Granada conversion).

When the Falcon/Comet platform was designed in the late 1950's, steering systems were not very sophisticated and tire size options were few. Tires were bias plied, tall and narrow. Narrow tires tend to track straighter than wide tires and bias plied tires are not as sensitive to road irregularities.

When attending car events that focus on Falcons and Comets, few, if any, of the cars have the typical bias ply 600 x 13 inch tires that would have been original equipment. So, odds are good that you may be less than comfortable behind the wheel while cruising in your baby!

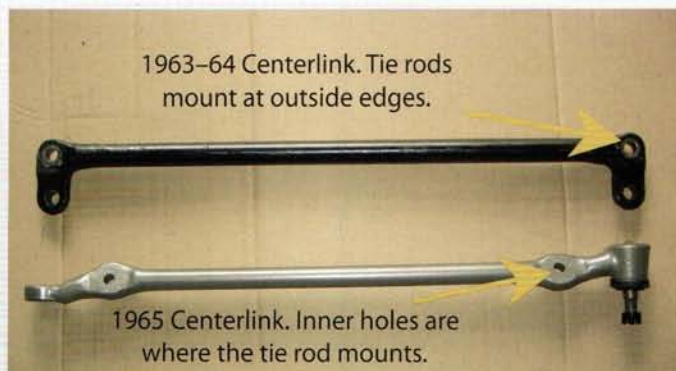
If you are fortunate to have an original 1965 Falcon/Comet V8, you are the benefactor of a greatly improved steering geometry. History recalls that Ford was committed to “Competition Proven.” The Falcons went to rally at Monte Carlo and the Comets went on safari (Africa and from the tip of Argentina to Alaska). The weaknesses in the steering systems were apparent and with the Mustang coming, attention was given to curing the so-so steering systems. When the 1964½ Mustang was introduced, the steering geometry was improved and the 1965 Falcon/Comet platform benefited as well.



When comparing the steering components, it is easy to see the additional length of the inner tie rod ends.

1965 Steering Geometry

The improvement in the 1965 manual steering geometry was moving the mounting point for the inner tie rod ends inboard. The tie rod ends mount approximately three inches further inboard than on previous years. The effect of this is to increase the distance between the inner and outer tie rod ends. This longer distance is similar to the length of the lower control arm. When the lengths of the suspension components are similar, they will swing similar arcs, makes sense, right! The result, when the vehicle moves over an undulation in the road surface (tires moving up and down in relationship to the chassis); there is less “bump steer.” (Bump steer can be described as the vehicle’s desire to change direction due to the effect of an uneven road surface.)



Notice on the 1965 centerlink that the inner tie rod ends mounting holes are approximately 3 inches further inboard.

—Continued on page 16

President's Message

Chuck Beason

Some of the most popular features in *The National Falcon News* are the "Tech Tips" furnished by our members. I would like to encourage the membership to share any Tech Tips you might have with us. If you would like to share your tips with the membership, please send tips to your Head Tech Advisor, Bruce Wolfe, for review. Remember that the FCA does not assume responsibility for the accuracy of information contained in Tech Tips.

Recently, Carolyn and I had the opportunity to attend the Pacific Regional Meet in Salem, Oregon and the Dearborn Classics sponsored Ford Fever All Ford Show and Drag Races at the Woodburn Drag Strip in Woodburn, Oregon. What a special weekend—with all the beautiful Falcons at the Regional Meet and the great Ford Racing featuring Falcons and other fast Fords.

We also attended Metro Detroit Chapters 1st Regional meet in Southgate, Michigan. Although this was the first

Regional Meet for Metro Detroit Chapter, all of the planned activities went extremely well. The Host Chapters for both Regional Meets were excellent hosts and we look forward to visiting with them again next year.

Don't forget to mark your calendar for July 16–18, 2009 to join us in the "Dash to Dover" for the 30th Annual National Convention of the Falcon Club of America.

Don't Forget, "Take A Kid To A Car Show."



Chuck and Carolyn

Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdw.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Holiday Inn Express Hotel,
2491 Wonder Drive, (Exit
60- I-85) Kannapolis, N.C.
(704) 736-1920

Central California
Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539
Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat.—monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(313) 980-1868

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Saturday—monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(952) 334-1654

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

Falcon Club of America Officers

PRESIDENT

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780-7513
321-383-1955
crbeason@cfl.rr.com

VICE PRESIDENT

James Baxter
1192 Mirror Lake Road
Lincolnton, N.C. 28092
704-736-1920
ncfalcon@charter.net

RECORDING SECRETARY

Bill Poole
13701 Harbour Bluff Court
Midlothian, Virginia 23112
804-739-1615
billandkaren@mindspring.com

TREASURER

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
314-645-7082
pdinz@swbell.net

NATIONAL FALCON NEWS EDITOR

Wendelyn Crosby
16318 Riggs Rd.
Stilwell, KS 66085
wcrosby62@sbcglobal.net

CLUB STORE MANAGERS

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349
Falconclub@aol.com

CORRESPONDING SECRETARY

Ruby Throgmorton
2108 Memorial Dr.
Jacksonville, AR 72076
501-982-9721
RubyRTFCA@aol.com

INTERNET DIRECTOR

Wally Till
461 Grandiflora Drive
McDonough, GA 30253
678-565-0111
FCA@Falconclub.com
tillw@bellsouth.net

ASSISTANT INTERNET DIRECTOR

Jeff Thomas
102 Overlook Drive
McDonough, GA 30252
678-432-5476
1bad6t@bellsouth.net

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-508-6874
Chapter@FalconClub.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

BOARD OF DIRECTORS

Dave Wagner (5)
7111 Wolftever Landing
Harrison, TN 37341
423-508-6874
65sprint@baldwinpines.com

Bill Knabe (4)
1214 S. Irvington Ave.,
Indianapolis, IN 46203
317-357-5397
wknabe63@att.net

Mark Sword (3)
521 Dogwood Meadows Ln.
Austin, AR 72007
501-843-1441
luv4fords@hotmail.com

Kent Whisenand Jr. (2)
3112 S. Independence Ct.
Lakewood, Colorado 80227
720-480-4910
kent.whisenand@redhawkindustries.com

Cliff McKay (1)
3234 N. Mascot
Wichita KS 67204
316-838-7487
hiflyer@cox.net

REGIONAL DIRECTORS

North Eastern Region

Ray Chevalier
73 Francis Rd.,
Glocester, RI 02857
401-934-2105
raysfalcon@cox.net

South Eastern Region

Ken Earnhardt
1960 Old Farm Rd.
Concord, NC 28025
704-786-2722
kenearnhardt@vnet.net

North Central Region

Jack Ellis
17860 168th. St.
Bonner Springs, KS 66012
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Dale Daugherty
704 Outer Loop
Louisville, KY 40228
502-231-8715
drdwolfe@insightbb.com

South Western Region

Russell Welty
645 Langham Rd.
Beaumont TX 77707
409-498-3596
russell.welty@englobal.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360
colo-falcons@peoplepc.com

Pacific Region

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95405
707-546-8082
57ray@pacbell.net

WEB SITE

www.falconclub.com

Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: '64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE
YOU'RE CALLING.**

Falcons For Sale

1965 Falcon 2 Door. 47,000 original miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$10,200 OBO. Nick Cira, 773-706-4667 or ntcira@hotmail.com. South Bend, IN.

1964 Falcon Futuras, both 6 cyl., auto. Very straight and rust free. Black convertible with red reproduction interior; nice car but tired engine. Also 1964 two door hardtop, wrecked driver door and rear quarter, has later engine and transmission. \$7500 for the pair. Bill, 530-878-0296. CA.

1963 1/2 Sprint Convertible. Fully restored. All new brakes; 3-speed on the column. Dark blue interior, baby blue exterior, dark blue top. Mint condition. Garage kept. 70,000 original miles. 14 x 6 steel wheels. Original fact wire covers. 260 V-8. Factory power steering. Picture available upon request. \$20,000 Frank Sellare 410-642-6272 MD.

1963 Falcon Deluxe Station Wagon, built Sept. 20, 1962, 170 CID 6 cylinder engine, 3 speed manual transmission, column shift, luggage rack, backup lights, full wheel covers, Viking Blue exterior paint, medium blue interior. Recent body work and original color paint, rebuilt heater box and heater core, resealed motor, rebuilt head, new clutch, pressure plate, throw out bearing, recently recovered seats, new u-joints, Pertronics ignition. \$4800, Ray Johnson, 707-535-6476 or falconray@pacbell.net, CA.

1962 "Futura Hotrod." Drive train is '63 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

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FALCON CLUB OF AMERICA 2008 BUSINESS MEETING

The 29th annual Falcon Club of America (FCA) National Business meeting was held at 2:00 PM, July 12, 2008, in the Sahara Room at the Oasis Hotel and Convention Center in Springfield, Missouri.

FCA President Chuck Beason introduced Mark Sword, Convention Chairman of the 2008 FCA National Convention, hosted by the Gateway, Wheat State, Founder's, Mid-America and Sooner State Chapters of the FCA.

WELCOME

Mark thanked all the people that worked so hard to organize this FCA National Meeting and all the FCA members that have attended the meeting. He acknowledged the great job by the staff of the Oasis Hotel and Convention Center. He thanked Terri Anticevich with Meeting and Association Management Services, Inc. for her continuing contributions toward FCA National meetings.

President Beason thanked Mark and the Gateway, Wheat State, Founder's, Mid-America and Sooner State Chapters, on behalf of all FCA members, for the outstanding job they did hosting this year's convention.

INTRODUCTION OF OFFICERS, CHAPTER ROLL CALL AND MEMBER RECOGNITION

Introduction of Officers

President Beason introduced FCA officers, Regional Directors, Board members and others who help manage the organization. He noted that Wendy Crosby (newsletter editor), Ruby Throgmorton (Corresponding Secretary), Ken Earnhardt (South Eastern Regional Director) and Ray Johnson (Pacific Regional Director) were unable to attend because of other commitments.

Chapter Roll Call

President Beason asked Mary Wagner, the Chapter Coordinator, to call the roll of Regional Directors to note chapters in attendance.

North Eastern Regional Director Ray Chevalier introduced the following chapters that had members in attendance: Hoosier, Keystone, Northeast and the Ohio Valley Chapters. He noted the Northeast Chapter had recently celebrated their 25th anniversary. He also noted that a new chapter had been formed in his region, the Western Pennsylvania Chapter.

North Central Regional Director Jack Ellis introduced the following chapters that had members in attendance: Gateway, Mid-America, Wheat State, Metro-Detroit and

the Northland Chapters. He noted that the Metro-Detroit Chapter would be holding their Regional FCA meeting this August.

South Central Regional Director Dale Daugherty introduced the following chapters that had members in attendance: Founders, Southern Coast Falcons, Gulf States, Music City, Bluegrass and the Frontier Chapters.

South Western Regional Director Russ Welty introduced the following chapters that had members in attendance: Alamo, Capital City, Heart of Texas, Lone Star, Northeast Texas, the Sooner State and the Space City Chapters.

Mountain Regional Director Ron Brown introduced the following chapters that had members in attendance: Arizona and the Mile Hi Chapters.

In the absence of Pacific Regional Director Ray Johnson, Mary Wagner introduced the following chapters that had members in attendance: Golden State and the River City Falcons Chapters.

In the absence of South Eastern Regional Director Ken Earnhardt, Mary Wagner introduced the following chapters that had members in attendance: Carolinas, Mason Dixon, Southeast, Suncoast, Tennessee Valley and the Virginia Falcons Chapters.

Member Recognition and Remembrance

President Beason recognized one FCA member that was attending their first FCA National Convention. He also recognized Jim Hatcher as the only FCA member to have attended all FCA National Conventions and Roy Sword who has attended all but one National Convention. He noted that Leonard Small, from Scotland, was attending his 14th FCA National Convention. He advised that the FCA gained five new members at this meeting and had received very positive local media coverage of the event.

A moment's silence was given for members and relatives lost during the past year. The following members were remembered:

Richard Hostetter
Kathleen Kaechele
Paul Long

President Beason also recognized the members of our Armed Forces and acknowledged their efforts on behalf of the entire country.

WILLIAM POOLE: RECORDING SECRETARY

President Beason called the meeting to order and asked for a motion to accept the minutes of the 2007 FCA Business Meeting as published.

Approval of Minutes

On motion of Mary Wagner (#5476), seconded by Russ Welty (#7601) the minutes of the 2007 FCA National Business Meeting were approved as printed in the Falcon News. The motion passed unanimously.

REPORTS

Treasurer's Report

At the request of President Beason, FCA Treasurer Pam Dinzebach gave the following Banking Summary for the period 7/1/2007 through 6/30/2008:

INCOME

Advertisement Income	\$22,675.80
Dues	\$66,602.00
Regional/Nationals	\$21,346.08*
Other	\$8,035.88

TOTAL INCOME \$118,659.76

EXPENSES

Advertisement	\$674.10
Bank Charges	\$314.18
Corresponding Secretary	\$6,000.00
Insurance	\$2,115.00
Loans	(\$3,000.00)
Other Expense	\$1,204.56
Postage	\$17,919.34
Printing	\$37,310.65
Publications: Design	\$16,580.26
Publications: Graphics	\$4,875.00
Supplies	\$327.41
Regional/Nationals	\$14,561.09*

TOTAL EXPENSES \$98,881.59
Special Account closed, funds transferred \$8,035.88

\$106,917.47

Overall total \$11,742.29

* Nationals income and expenses are only partially posted (through 6/30/2008)

Audit Committee Report

At the request of President Beason, E. L. Jacobs (#1697), chairman of the Audit Committee, reported that the audit committee, comprised of himself, Barry Fischer (#2946) and Don Snyder (#8088), met with Bonnie Stringer (#938 Club Store Manager) and Pam Dinzebach (#6411 FCA Treasurer) on July 11, 2008 and reviewed the books of the FCA. The Committee found that Bonnie had done a great job with her books and the Club Store showed a profit for FY 2008. They also found that the FCA books are excellent with no deficiency, overall excellent information analysis with input being used efficiently with the Club/Board.

On motion of Steve Watts (#38), seconded by Jan Brown (#2254), the Treasurer's and Audit Committee's reports were accepted. The motion passed unanimously.

OLD BUSINESS

Tax Exempt Status

President Beason noted that the Board of Directors is still investigating the tax exempt status of the FCA and hopes to complete this task this fiscal year. During the past year, Mark Sword has had an attorney investigate this matter for the FCA. The attorney feels that the FCA meets the standards of an IRS 501 (c) 7 non-profit organization. As such, the FCA must file a report with the IRS each year. The attorney has recommended that the FCA work with a CPA experienced with non-profit organizations to determine our next step. This work will continue during the upcoming year.

Club Store

President Beason reported that Club Store operating guidelines have been prepared and will be added to the Officers' Handbook.

Liability Insurance

President Beason advised that the requirements for liability insurance for FCA Regional and National meetings have been updated and the updates will be included in the Officers' Handbook.

As the final matter of old business, President Beason noted that the FCA Membership Directory has been updated and distributed to all members with the most recent issue of the FCA National News.

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Classified Ads (con't)

—Continued from page 7

Falcons Wanted

Falcon wanted: 1960 with VIN number below 105,000, in any condition. Merl Hayn, 574-892-6309 or shaynfamily@aol.com. IN.

Parts Wanted

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

1964-73 MUSTANG	 Send For Your Free Catalog! <i>Mention this ad!</i> 1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777
1928-69 FORD CAR	
1960-70 FALCON	
1962-71 FAIRLANE/ TORINO	
1928-79 FORD TRUCK	
1955-66 THUNDERBIRD STREET ROD	

Wanted: a chrome lid for the console in 1963 convertible. The two bolts that hold it on must have good threads and nut. Howard Jewett, 515-964-3625 or howardpt1@aol.com. IA.

Parts For Sale

1963 170 engine AND Dag' 4Speed, hypo shifter and DS hump. Complete good working 40+ years condition. NOT rebuilt. \$500. 1963 3 Speed Tranny. Good original working condition. \$100. 1961 3 Speed Tranny. Good original working condition. \$100. Dagenham 4 Speed and Shifter Box. Works but noisy. Rebuildable Core. \$150. 1984 T5 V8 5 Speed. Works but noisy. Rebuildable Core \$150. 1966 200 CID Block & Head. Rebuildable Core \$100. Will Email pictures. Prefer local pickup. Hudson Valley, one hour North of NYC. Rich 845-795-5778 or powerband@hvc.rr.com. NY.

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100. pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Much more. Keith

Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

For 1964-65 Falcon four door wagon: NOS right quarter panel. Excellent condition. \$275.+ shipping. Francis Liebenth, 330-925-7111. OH.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Parting out 1965 Falcon 2 door Hard-top Futura. I have owned this car for 17 yrs. The frame rusted and I don't have the time or money to repair. Parting out complete car less engine and transmission. I have new rocker panels, floor pans, toe boards, solid fenders and doors, glass, two chrome trim

packages, solid front and rear frame rails and torque boxes from a Colorado car ready to install, taillight panel, 9 inch nodular Ford rearend, all interior and trim, lights, hoods, deck lids. Too much to list, please call for details. Everything must go. I can e-mail pictures. Gerald Dalton, 502 417-7959, or email 241dalt@bellsouth.net. Louisville, KY

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129.

www.jessersclassickeys.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA .98118. 206-721-3077.

Alex@books4cars.com.

Where's My Ad?

Classified ads must be renewed monthly to continue to run. Please use guidelines on page 7 for correct formatting and deadline information. Please do not request that your ad run for multiple insertions when submitting. Although the deadline is the first of the month preceding the issue, please submit early as the issue closes on the first. Photo ads are \$20 and will run for two months. Advertise in The National Falcon News. You will get results!

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Contact us for your Falcon parts. We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake & suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.

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1965 FALCON SPECIFICATIONS

BATTERY (12 VOLTS)

	Standard Battery		Optional Battery			Standard Battery	Optional Battery
Capacity (Ampere-hours @ 20-Hour Rate)	6-cyl.	8-cyl.	6-cyl.	8-cyl.	Number of Plates	54	66
	45	55	70	80	Ground Terminal Polarity	Negative	Negative

FUSES AND CIRCUIT BREAKERS

	Location	Protective Device Number		Location	Protective Device Number
Radio	Fuse Panel	SFG-14	Tail, Stop, Park, License Lamps	In Light Switch	15 Amp.
Clock	Fuse Panel	3AG-7.5	Turn Signal	On Flasher	Integral
Back-Up Lights	Fuse Panel	SFG-14	Windshield Wiper Motor	In Wiper Switch	Integral
Heater Fan	Fuse Panel	SFG-14	Convertible Top Motor	On Starter Relay	20 Amp.
Instrument Panel	Fuse Panel	1AG-2.5	Glove Box Lamp	Fuse Panel	3AG-7.5
Emergency Warning Lights	Fuse Panel	AGX-20	Luggage Compartment Lamp	Fuse Panel	3AG-7.5
Headlamps	In Light Switch	12 Amp.	Transmission Indicator Lamp	Fuse Panel	1AG-2.5
Horns	In Light Switch	15 Amp.			
Station Wagon Tailgate Window Motor	On Starter Relay	20 Amp.			

TIRE PRESSURES

	Pounds per Square Inch (Cold)*	
	Front	Rear
Sedan and Convertible	24	24
Station Wagon, Ranchero and Sedan Delivery	24	28‡

‡30 for 6 cyl. Ranchero Sedan Delivery.

*For considerable high speed driving or heavy loads add 4-6 pounds to recommended cold pressure.

LUBRICATION SPECIFICATIONS

Item	Ford Part Number	Part Name	Item	Ford Part Number	Part Name
Body Hinges	R138-B (C4AZ-19584-A)	Lifetime Body Grease	Rear Axle		
Brake Master Cylinder	R103-A (B7AZ-19542-A)	Rotunda Heavy Duty Brake Fluid	Equa-Lock Axles (use 1 oz. per pint of C1AZ-19580—E or F)	C1AZ-19580-E or F C1AA-19B546-A	FoMoCo Hypoid Gear Lubricant Equa-Lock Additive
Engine Crankcase Oil		MS sequence-tested SAE 10W-30 above—10° F. 5W-20 for sustained temperature below—10° F.	Steering Gear Housing (Manual or Power)	C3AZ-19578-A	Lifetime Steering Gear Grease
Engine Oil Filter	R1-A (C1AZ-6731-A)	Rotunda Oil Filter 6000 mile type	Steering—Power (Pump Reservoir)	R106-A (C1AZ-19582-A)	Rotunda Automatic Transmission Fluid
Front Suspension Ball Joints	C1AZ-19590-B	FoMoCo Ball Joint Grease	Convertible Top Reservoir	C1AZ-19582-A	Rotunda Automatic Transmission Fluid
Hood Latch and Safety Catch	R138-B (C4AZ-19584-A)	Lifetime Body Grease	Transmission (Automatic)	C1AZ-19582-A	Rotunda Automatic Transmission Fluid
Lock Cylinders	R117-A (B4A-19587-A)	Rotunda Lock Lubricant	Transmission (Manual Shift)	C3RZ-19C547-B	Rotunda Manual Transmission Lubricant
			Universal Joints	C1AZ-19586-B	FoMoCo Universal Joint Lubricant
			Front Wheel Bearings	C2AZ-19585-A	FoMoCo Wheel Bearing Grease

Dearborn Classics recently installed a new front suspension system in their 1964 Falcon Futura Convertible. The RRS system is designed to replace your stock brake and shock system with modern components to improve road feel, handling and braking ability, all in one installation, and creating a much safer driving car on the road.

The car was a stock Futura with factory 14" wire wheels. The car now has a set of custom 17" five spoke wheels with disc brakes and adjustable struts.

Dearborn Classics photo documented this process so FCA members can see how it all came together.

Falcon lovers can now convert your stock front suspension to MacPherson strut and disc brakes in one simple install. Another benefit is that the RRS package offered through Dearborn Classics knocks nearly 32 pounds of weight off the front of your car. This kit dramatically improved ride quality and provides fast reaction time to bumps, along with braking like you have never seen in a classic Ford.

The kit was installed in one eight hour day in the Dearborn workshop with some of our sales staff. We noticed a dramatic improvement in ride feel and braking ability. This unit was designed to replace the factory drum and shock configuration with quality modern components that give you new car handling for your classic Falcon. With the upgrades in place we were able to go with a larger rim and tire size than would be possible with stock suspension, and the car has improved to a point where it can be confidently driven anywhere with superior road feel. If you drive your cars any distance this will make your car a lot safer and you can handle the changes in roads with ease.



BEFORE

The original stance of the car prior to installation



Ride height measurements taken prior to installation and verification that the car was sitting level.



The back of the rotor was measured and the difference noted. This is your "Toe In" measurement. You want to get the measurements as close as possible prior to taking the car for alignment.



Dustin (Sales Rep) is preparing to lift the front to place the jack stand under the frame of the car. The jack stands were placed under the rear axle for access to all suspension parts and for safety.



The RRS kit was laid out on the bench to verify that all the parts were there.



The toe at the front of the rotors was measured first. This picture is after the RRS was installed but the method is the same.



The stock suspension. The brakes had already been converted to discs.

—Continued on page 14

TECH TIP

—Continued from page 13



Rick (Tech Advisor) removes the upper shock mount



The hardware is removed and ready for the mount itself to be removed.



The shock being removed completely.



Scott (Sales Rep) installs the spring compressor while Shawn (Sales Supervisor) collapses the spring.



Dustin very carefully releases the tension on the spring compressor.



Comparison of the stock spring next to the RRS coil over strut.



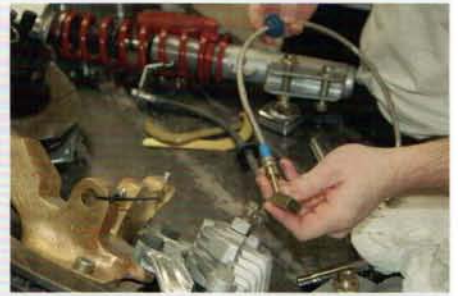
Parts that are removed from the front end and weight saved.



We attempted to install the upper strut reinforcing plate but found we had interference from the export brace.



Dustin used the die grinder to remove a small amount of material from the export brace and the plate fit perfectly. As with any "bolt-in" it is normal to have to do some amount of fabricating and adjusting to get everything to fit.



We opted for the stainless steel brake lines and changed out the rubber ones while we had the parts on the bench.



The strut is ready to be put into place. This requires two sets of hands; one to hold and guide the strut into position and the second to install the hardware to hold it in place.



The problem we did not realize we had; the spring locator tab peeking out from underneath the shock tower kept the strut mount from fitting flush. The vendor said we had the wrong top mount. We could wait or we could modify the spring locator.



Dustin and his grinder to the rescue. Out comes the tab and as you can see no more interference.

RRS Front Suspension Installation



Scott lines up the plate in preparation to hold it in place while the hardware is installed.



Mounting the rotor is very simple with two large bolts. Do not tighten them completely, just snug enough to keep the wheels from flopping around.



After making sure the rotors were plumb, we tightened the adjusting bolts. Scott installed the wheels and torqued the lug nuts.



Dustin installs the hardware, working from the top.



The most time consuming step. We had to cut and re-flare the brake hard lines. This requires the purchase or rental of a double flaring tool. Very important: no short cuts here.



Unless you look very closely, you cannot tell that anything has changed.



The strut after attachment to the shock tower.

FEATURES

- 11.25" iron rotors (larger than stock)
- Single piston PBR caliper
- Molycarbide steering knuckle
- High Performance hub design (Never grease again!)
- Lower coefficient of friction plus 20% higher load capacity over OEM
- Fully adjustable ride height (drop your ride as much as three inches!)
- KYB shocks
- Eibach springs
- Simple to install, bolt in and readily serviceable parts
- Allows wider wheel offset (up to 5.5 inches)



AFTER

For more information on this quality engineered brake and handling system, call Dearborn Classics at 800-252-7427.

Neither the Editor nor the Falcon Club of America assume responsibility for the information contained in Tech Tips.

Do you have a Tech Tip to share? Send it to the Editor at the address on page 2.

Converting 1960–1964 Steering Into 1965 Steering

—Continued from page 4



In the photo on the left are the 1963–64 V8 inner and outer tie rod assemblies. The photo on the right shows the 1965 inner and outer tie rod assemblies. Notice the additional length of the 1965 assembly. The red arrows point to the inner pivot point of the lower control arm. It can clearly be seen that the 1965 tie rod assembly more closely matches the lower control arm length.

Required Parts

So, what is required to change over to the improved 1965 manual steering geometry? If you are converting from a 1963–64 V8 car you will need the following parts:

- 1965 V8 Mustang/Falcon/Comet inner tie rod ends (2) for manual steering. (about \$25. each)
- 1965 V8 Falcon/Comet centerlink. Note: the Mustang centerlink is too long; this part is specific to Falcons & Comets. (about \$150.)
- 1965 V8 Mustang/Falcon/Comet pitman arm. (about \$75.)
- 1965 V8 Mustang/Falcon/Comet idler arm mounting bracket. (about \$40.)
- 1965 V8 Mustang/Falcon/Comet idler arm. (about \$45.)
If your existing V8 outer tie rod ends and adjustment sleeves are in good shape you can reuse them.

If you have a 6 cylinder car, you will additionally need

- 1963–64 V8 manual steering outer tie rod ends (2) (about \$25. each)
- 1963–65 V8 tie rod adjustment sleeves (2) (about \$10. each)
- Spindles (not available new)

It is possible to find some of the components in good usable condition. Used items used for this conversion were the steering box, idler arm and bracket (new bushing was installed) and the centerlink.

Note 1: on 1963½ and 1964 Falcon/Comet V8 vehicles, you will also need a 6 cylinder steering box, the reason for this is the sector shaft diameter, 1 inch sector shafts were used on 6 cylinder cars and 1 1/8 inch sector shafts on V8 cars. In 1965 all Mustang/Falcons/Comets used a 1 inch sector shaft steering box. Good news for those that are converting a 6 cylinder suspension to V8 suspension.

Note 2: The steering shaft length is one inch shorter for 1964–65 Falcon/Comets than used during 1960–63½ production. My preference is for the shorter steering shaft length. If you use the shorter length, you will need to shorten your steering column tube and shift tube or get the complete column assembly with the steering box. The Mustang steering shaft is longer yet, so do not obtain a box that came from a Mustang.

Removal of the Old

Note 3: Before disassembly begins; measure the horizontal distance between the front tires. I use caulk and mark a groove in the tread on each front tire, measure the distance and write it on the side wall. We do not want to forget that number now, do we?

If you are converting a 1963–64 Falcon/Comet V8, the steering box, idler arm and bracket, centerlink, inner tie rod ends will need to be removed. All the steering components are fastened together with castle nuts and cotter pins; make

sure the cotter pins are removed before attempting to put a socket on the castle nuts. Drop the centerlink first; to do this you may need what is called a pickle fork to separate the tapers of the tie rod ends. You can also try a rap with a hammer on the centerlink near the tie rod end to pop them loose. Once the centerlink is removed, unscrew the inner tie rod ends from the adjusters. Remove the idler arm and assembly as a unit by removing the bolts that pass through the passenger side frame rail.

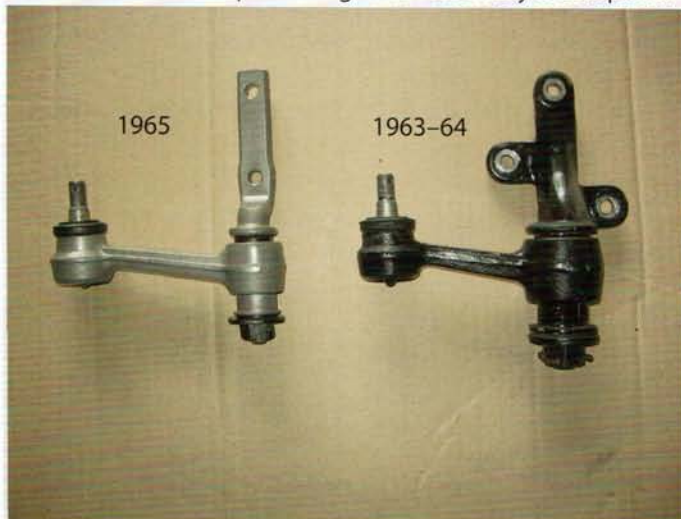
Inside the car, the steering wheel will need to be taken off. If you are swapping to the shorter steering column, the direction signal wiring will need to be removed as well.

The most difficult part of this conversion is swapping out the steering box (on V8 engine cars). Under the car, I had to remove the clutch linkage, driver's side exhaust header and down pipe as well as the driver's side motor mount. My car is a floor shifted car, if the shifter is on the steering column, the shift linkage might need to be removed. The car was on a 4-post lift, but tall jack stands or ramps would probably work as well. Be sure to have the vehicle is well supported and the tires blocked. The steering box is held to the frame rail with 3 bolts. Safety Note: concrete blocks are not designed to support vehicle weights; under no circumstances should they be used.

For six cylinder cars requiring a spindle change, the soft brake lines need to be removed and the upper and lower ball joints separated from the spindle.

In With the New

Note 4: during assembly, place all fasteners finger tight and do the final torque settings after assembly is complete.



Idler arm assemblies and mounting brackets.

It is also recommended that never seize be used for each nut and taper to facilitate ease of disassembly in the future.

Insert the steering box; it helps if you have another person inside the car to guide the steering shaft between the pedals and wiring harness. Bolt the steering box to the frame rail (torque = 45-55 ft/lbs). The interior can be put back together, including steering column tube, directional wiring. Do not replace the steering wheel as yet. Re-assemble all components that were removed so the steering boxes could be exchanged. The idler arm mounting bracket can be attached to the passenger side frame rail (torque = 28-35 ft/lbs). Attach the idler arm to the mounting bracket (torque = 40-55 ft/lbs). The pitman arm is next, but first the steering box needs to be centered. Most manual steer boxes have 4 5/8 turns lock to lock. Rotate the steering shaft until it stops. Then rotate the steering shaft in the opposite direction until it stops again. As you are rotating it, carefully count the revolutions. Then rotate the steering shaft 1/2 of the revolutions back, this should be the center. The pitman arm can now be placed on the steering box sector shaft. The pitman arm should be pointing towards the front of the vehicle. Place a lock washer and a nut on the sector shaft (torque = 85-110 ft/lbs).

The centerlink is fastened to the idler arm and the pitman arm (torque = 35-47 ft/lbs). Screw the inner tie rod ends into the adjusting sleeves on both sides of the vehicle. It is a good idea to do a visual thread count on the inner and outer tie rod ends so an equal amount of thread is protruding from the adjustment sleeve on each side. The inner tie

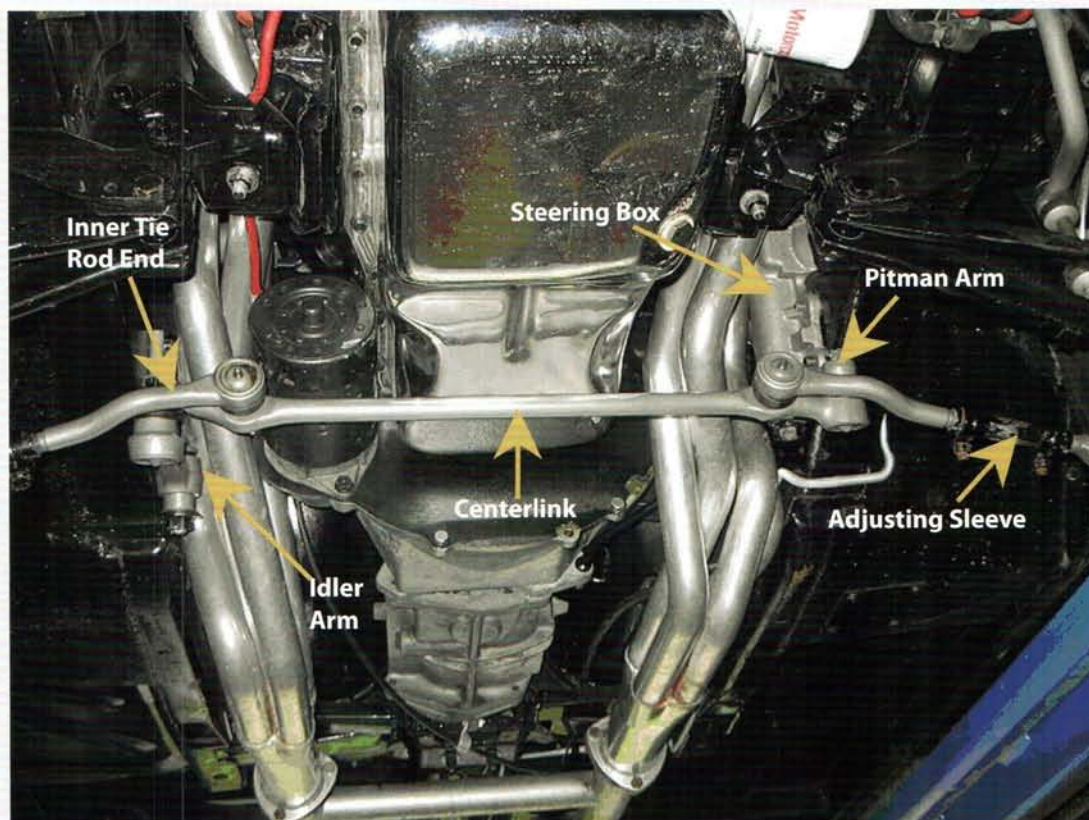
—Continued on page 18



Viva la difference!

Converting 1960–1964 Steering Into 1965 Steering

—Continued from page 17



The completed conversion! This is a complete bolt on process, every component bolts on to original mounting points. The idler arm bracket does use the 6 cylinder lower mounting hole rather than the two lower V8 mounting holes. Ford was kind enough to provide the holes in the right frame rail for both 6 and 8 cylinder suspension systems.

rods can now be attached to the centerlink (torque = 35-47 ft/lbs).

Check the horizontal measurement between the tires. To get your alignment toe-in/toe-out close to the measurement taken in Note 3, you need to turn the adjusters on each side of the vehicle. To keep things as close as possible, measure the centerline distance between the tie rod ends (on each side of the vehicle) and try to get the same measurement on each side. When the tie rod end centerline distance are about the same and the horizontal measure-

ment is close to what you started with, you can tighten everything up and insert the cotter pins where required. Double check everything; you do not want something falling apart while in motion.

With the front wheels facing straight ahead, replace the steering wheel (torque = 25-35 ft/lbs). At this point it is probably a good idea to get an alignment done. If you have had an alignment recently, the only adjustment needed would be for toe-in/toe-out as camber and caster are not affected by the steering linkage.

Dick Harrington of Delhi, New York is a frequent contributor to *The National Falcon News*. Beginning in the November issue, look for his new monthly column, "So You Want to Restore a Falcon..." chronicling the acquisition and restoration of his 1963 Falcon Ranchero with a 260 V8 and four speed transmission.

FEATURE FALCON

Larry & Wanda Humphrey

—Continued from page 3

However, the 289 and four speed have been replaced with a 1971 302 and automatic transmission.

We replaced the automatic transmission with a top-loader four speed transmission and a new Hurst Competition Plus shifter, purchased from David Kee Toploader Transmissions, Inc.

We removed the engine and had Terry Walters of Precision Engines, Inc. in Roanoke Virginia disassembled the engine. They bored the block .030, and turned the crank .010. Everything else is new, including Competition Cam and Edelbrock aluminum heads. The engine was computer balanced. We installed a new Edelbrock Permastar intake manifold and a new 650 Edelbrock carburetor.

Of course, when the engine was put back in the car, we added additional chrome including alternator and brackets, valve covers, Pertronix coil, dipstick and tube. Also, we installed a new Pertronix distributor, and Hooker headers.

We reversed the exterior paint color to red with white stripe from white with red stripe, and installed new original style red interior, and a new white convertible top. We also purchased new 14 X 7 Magnum 500 wheels and BF Goodrich Radial TA tires. We installed an AM/FM CD player in the glove compartment in order to not disturb the original dash.

The car still has the original style brakes and the original steering, no power, which we rebuilt.

This is a car that we enjoy driving on weekend and taking to cruise-ins.

We always enjoy reading *The National Falcon News* magazine and looking at all the pictures of the many great Falcons.

—Submitted by
Larry & Wanda Humphrey (FCA# 12041)



Grandson Nicholas Jones, age one, at his first cruise-in.



One of the remaining covered bridges in Virginia, Sinking Creek Bridge circa 1916, located in Giles County.



Larry gives the Falcon a good going-over.



Lots of red at this local cruise-in, but the Falcon stands out.

—More photos on page 20

FEATURE FALCON

Larry & Wanda Humphrey

—Continued from page 19



V8 289 four speed replaced with a 1971 302 automatic



Pickup with the newly installed engine. Rain in the forecast called for the trailer.



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- 4" offset

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15 x 7

- 4" offset

MAG15X7 **\$159⁹⁵ ea**

15 x 8

- 4" offset

MAG15X8 **\$179⁹⁵ ea**

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- 4.375" offset

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- 4.5" offset

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(A)

(B)

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14 x 5.5

- Black rim, chrome center 67SS14X55

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14 x 6

- All chrome 67SS14X6

\$149⁹⁵ ea

14 x 7

- All chrome 67SS14X7

\$149⁹⁵ ea

15 x 7

- All chrome 67SS15X7

\$169⁹⁵ ea

(B) **14 x 6**

- Black rim, chrome center 68SS14X6

\$179⁹⁵ ea

15 x 8

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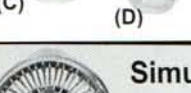
\$11⁹⁵ set



(C)

(C) Standard
G0AZ-1012A

55¢ ea



(D)

(D) Magnum 500
S2MS-1012A

\$1⁵⁰ ea



(A)

Center Caps

(A) Magnum or
Styled Steel
C6OZ-1130SS

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(B)

(B) Magnum 500
D6OZ-1130B

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Waveland, MS 39576
FalconClub@aol.com, 228-466-4349

1961 Phil Barber, 2574 Riva Rd., #17-A,
Annapolis, MD 21401
PBarberpr@aol.com, 410-266-8271

1962 Glenn Vanerendonk, 4305 N. Spruce,
Kansas City, MO 64117
816-452-1967

1963 Bob Passino, 5188 E. Henrietta Rd,
Henrietta, NY 14467
Mattyp8@juno.com, 585-334-6779

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1964/1965 Station Wagon.

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FALCON CLUB OF AMERICA 2008 BUSINESS MEETING

—Continued from page 9

NEW BUSINESS

Election of Officers

President Beason noted that the election of the President, Vice President and one member of the Board of Directors was next on the agenda and turned the meeting over to FCA Vice President, James Baxter, for the election of the FY 2009 FCA President.

Vice President Baxter opened the floor for nominations for the position of President. On motion of Bonnie Stringer (#938), seconded by Mark Killian (#1728), Chuck Beason was nominated for FCA President. The membership was asked three times for additional nominations. None was given. Vice President Baxter closed the nominations for President. On motion of Glenn Kuhn (#12), seconded by Frank Bell (#2572), Chuck Beason was elected President of the Falcon Club of America for FY 2009. The motion passed unanimously.

President Beason thanked the membership for their support and opened the floor for nominations for the position of Vice-President. On motion of Don Snyder (#8088), seconded by Bruce Wolfe (#949), James Baxter was nominated for FCA Vice President. The membership was asked three times for additional nominations. None was given. President Beason closed the nominations for Vice President. Their being no other nominations, James Baxter was elected Vice-President of the Falcon Club of America for FY 2009 by acclamation.

President Beason noted that Frank Bell's term on the Board of Directors was expiring and opened the floor for nominations.

On motion of Tom Botkin (#405), seconded by Jin Hatcher (#73), Dave Wagner was nominated to the FCA Board of Directors. The membership was asked three times for additional nominations. None was given. President Beason closed the nominations for a position on the Board of Directors. There being no other nominations, Dave Wagner was elected to a five year term on the FCA Board of Directors by acclamation.

President Beason noted that the Board of Directors had appointed Pam Dinzebach as Treasurer and Bill Poole as Recording Secretary for FY 2009.

2009 FCA National Meeting

President Beason asked Pat Varricchio, with the Mason Dixon Chapter to report on the plans for the 2009 FCA National Meeting.

Pat reported that the 2009 FCA National Meeting will be held at the Sheraton Dover Hotel, Dover, Delaware from July 16th through the 18th and noted potential activities and sights nearby including the Dover Raceway, beaches, shopping and casinos. He advised that the meeting would have a patriotic theme including an opportunity to have pictures of our Falcons taken under the wings of Air Force planes at Dover Air Force Base. He advised members to watch the FCA and Mason-Dixon Chapter websites for additional information as it becomes available.

Board of Directors Meeting

President Beason noted that the Board had met and discussed several issues brought to their attention by members. The most significant discussions concerned FCA show categories, classes, members entering cars in incorrect classes, mandatory awards, etc. He noted that there was still a good supply of "pure" stock Falcons at FCA shows but, over the past few years, there have been more and more modified Falcons entered in our events. Modified cars now run the range of mildly to wildly customized. Based on the Board's wide ranging discussions about improving future FCA shows, they have recommended two changes to the FCA By-laws.

The first recommended change to the FCA By-laws is to Article 5 (National Meet), Section 5.6.1 (Mandatory Awards). That section of the By-laws now requires four mandatory awards as follows:

- Longest Distance Driven
- Peoples Choice (Best in Show)
- Oldest Falcon
- Ladies' Choice - Claude Daniels Award

Awards for individual class winners are suggested but not required by the By-laws.

President Beason explained that the Board of Directors recommend that Article 5, Section 5.6.1 be amended to delete the single Peoples Choice award and replace it with two awards; Best Stock Award and Best Modified Award.

On motion of Roy Sword (#1), seconded by Ray Chevalier (#3076), Article 5, Section 5.6.1 of the FCA By-laws was amended per the recommendation of the Board of Directors as explained above.

A general discussion followed on the merits of the amendment. It was noted that the amendment was similar to the

—Continued on page 26

FALCON CLUB OF AMERICA 2008 BUSINESS MEETING

—Continued from page 25

awards being given for the 2008 FCA National meeting. It was explained that the change would apply to both Regional and National FCA meetings.

The motion passed unanimously.

President Beason explained that the second recommended change to the FCA By-laws was to Article 5 (National Meet), Section 5.6.3 (Standard FCA National Convention Categories). For the past ten to twelve years, the FCA By-laws have contained the following five standard categories:

- Stock
- Daily/Street Driven
- Diamond in the Rough
- Modified
- Masters

These categories were created to establish consistency from year to year at FCA meetings. Over the recent past, FCA members have been suggesting that the Modified Category was too broad. Because of this, it was felt that the Stock Category was being diluted with cars that were obviously not pure stock but were mildly modified.

To resolve this concern, President Beason noted the Board of Directors recommended that Article 5, Section 5.6.3 of the FCA By-laws be amended to include a new Restomod Category. This Category will be for cars that have minor, reversible modifications such that the car could easily be restored to a pure stock configuration.

On motion of Bonnie Stringer (#938), seconded by Danny Rosewell (#3366), Article 5, Section 5.6.3 of the FCA By-laws was amended per the recommendation of the Board of Directors as explained above.

A general discussion of the merits of the motion followed. It was suggested that the term "Restomod" might be copyrighted by the owner of Mustangs Plus. President Beason indicated he would check this and try to obtain permission to use the term. Failing that, a similar term would be substituted for Restomod in the FCA By-laws. Other comments included the possibility of reducing the number of cars in certain classes, the possibility of owners still being able to choose between restomod and daily driver categories, the potential to increase the cost of awards for FCA meetings, the suggested change being similar to the practice of the Keystone Chapter FCA Regional meetings, etc.

The motion passed unanimously.

President Beason also noted that the Board of Directors had a lengthy discussion about FCA category descriptions and the way cars are being entered in the various categories. Members have expressed concern about cars being incorrectly entered in many categories. Looking to improve member satisfaction with FCA meetings, the Board of Directors and President Beason have appointed a committee to review all relevant issues and bring recommendations back for the Board of Directors to consider in 2009. The Committee will be chaired by FCA Vice President James Baxter and will also include Steve Springer and Dave Wagner.

2010 FCA National Meeting

President Beason noted that the Board of Directors has approved a proposal by the Metro Detroit Chapter to host the 2010 FCA National Meeting in Detroit, Michigan.

Wally Peterson noted that plans are underway for the 2010 FCA National meeting. The meeting will be held at the Hyatt Regency Hotel in Dearborn, Michigan from July 14th to the 18th, 2010. This meeting will celebrate the 50th Anniversary of the Ford Falcon and will be near the home of Henry Ford, the Ford Motor Company and the Ford test track. More information will be provided closer to the date of the meeting.

Regional FCA Shows

President Beason mentioned upcoming FCA Regional Shows in Michigan, Massachusetts, North Carolina and Oregon and urged members to support these events.

Golden Quill Awards

President Beason noted that Old Cars Weekly has awarded their Golden Quill award to *The National Falcon News* for the eighth consecutive year and thanked Wendy Crosby, the newsletter editor, for her professional work on this publication. He noted that the Keystone Chapter, FCA had also received a Golden Quill Award this year.

Adjournment

On motion of E. L. Jacobs (#1697), seconded by Steve Springer (#1044) the 2008 FCA National Business Meeting was adjourned. The motion passed unanimously.

—Recorded and Submitted by Bill Poole (FCA#1109)
FCA Recording Secretary

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FALCON TURNS LEFT FOR FOREIGN SALES DRIVE.



Ford Falcons could be driving down roads in Asia, Europe and the Americas by the end of the decade after Ford Australia last week said it would develop the next model of its locally built large car in left-hand drive.

But despite \$20 million of government assistance—and \$1.8 billion of local investment by Ford over the next 10 years—those Falcons are likely to be upgraded versions of the existing car rather than based on an all-new engineering platform.

Ford vice-president of product development Trevor Worthington said the Government's help had made development of a new Falcon likely, despite the recent drop in large car sales.

"We're along the path of engineering the next Falcon range and the partnership the Government has made gives us every confidence the final step will happen," he said.

But at least two aspects of the next Falcon would be developed of the existing car's engineering platform rather than a clean-sheet design. "Clean sheets cost a lot of money, and you tend to use them if there's nothing on the current design that's likely to be of any use in the future," he said.

By contrast, the independent rear suspension introduced on the 2002 BA model did not require a major redesign, he said. And the Falcon's twin-cam 4.0-litre six-cylinder engine would also continue. "We've invested a lot of money in it and we have an agreement with the (federal Government) ACIS scheme to invest more money in it."

Specific markets for Falcon exports had not been decided, Mr. Worthington said.

"At a high level we know which ones we'll probably go after, but it's too early to go into specifics because it's not as simple as saying QED. There are existing markets and existing entrants and our challenge is to find markets where we can fit without upsetting other Ford plans. We want to cut other people's lunches, not our own."

International research would be needed before work could start on building the Falcon in left-hand drive.

"To move the steering wheel to one side, move the booster, tool up an instrument panel and dash panel is not that difficult. The challenge is to decide which left-hand drive market to design for," Mr. Worthington said.

"We have to find what customers want in various left-hand drive markets and then work out which engine, which transmission to use."

Mr Worthington said the export announcement had no bearing on whether Ford would drop the long-wheelbase Fairlane and LTD models, but would certainly have an effect on the Territory SUV, which shares many components with the Falcon.

Ford Australia was also selected last week to begin developing a new Ford light commercial vehicle to be sold in 80 countries.

Design and engineering of the body-on frame light truck, to be called T6 was expected to generate more than \$700 million in revenue by Ford Australia. The decision meant Ford Australia would become the third largest vehicle development centre in the Ford Motor Company after the US and Ford of Europe. Asia-Pacific and Africa Ford president Peter

Daniel said the vehicles would be ready in three to four years, but would not be produced here. "We are trying to find two or three plants to build them," he told journalists last week.

The benefit to Ford's Australian-built range would be increased expertise in vehicle development, Mr. Worthington said. "When a company only does major design work every eight years there's a lot that gets forgotten," he said. "But when people are continually solving design problems they get better and better at it."

Ford Australia's role in re-engineering the European Fiesta small car for production in India had yielded valuable lessons that had helped to secure the light truck deal, Mr. Worthington said.

"We had to put engineers on the ground, fly them there, give them immersion experiences and a liberal travel policy that allowed them to go and mix with sales and marketing. We had them drive cars in the market and talk to people so that we weren't developing a car we hoped would work, but knew would work."

The projects were supported by \$52 million in government assistance and will involve the company investing \$1.8 billion over the next 10 years. The federal Government will provide \$32.5 million immediately to Ford, with \$125 million allocated to the light commercial project and \$20 million to develop the left hand drive Falcon, with the remaining \$20 million allocated by 2012.

—Submitted by Rodney Woolnough (FCA #9267)
Tasmania, Australia

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"It is Fast!"

Rodney Woolnough of Tasmania, Australia took this photo of his 1963 coupe two weeks before buying it. The photo was taken with a 300 mm lens on Kodak 120 film at the Baskerville Raceway in Tasmania. The car held the track lap record for a while, showing a respectable 59.09 seconds.

The Falcon has a 302 engine, four wheel disc brakes and, according to Rodney, "It is fast! Faster than the Mustangs that run in the historic racing here."

Rodney adds that he has retired the car from racing until he can restore it as a genuine Appendix K race car.

FCA members would love to see photos of the restoration and final debut of this unusual Falcon!

"Faster than the Mustangs that run in the historic racing here."

Feature Falcon

1963 Falcon Sprint



The Sprint's restoration was well documented by Bruce Carlton of Ogden, Utah, builder of the car. The process included new floor pans, new fenders, welding, suspension work, body work, rear springs, engine rebuilt, primer, paint and interior completely redone.

Patrick Varricchio of Baltimore, Maryland was saving up for a used Sprint when he was drafted in 1968.

Bruce Canton lives in Utah and when he retired from the Air Force, he began building the dream cars of his youth. His first was the 1963 Falcon Sprint. He rescued it from an apple orchard in Spokane, Washington in 1995; it had 1978 plates on it. He restored it in time for the 2000 Falcon Nationals in Sacramento.

Then he thought it was time to sell the Sprint and move on to the next dream car, a 1966 Mustang. Bruce asked a friend, who is a classic car dealer in Salt Lake City, to put it on the Internet. Two days later Pat purchased the car.

Pat writes, "The dealer did not know all the details of how the car was restored, so I wrote a letter to Bruce. We became instant friends."

Bruce had started on his next dream car, but he always took time to answer Pat's questions and give advice on upgrades that Pat wanted to do to the Sprint.

Two years later Bruce's Mustang project was about finished, but Pat noticed that Bruce wanted to know what Pat was doing with the old parts that he was upgrading. As Pat got the new parts, he sent the old ones back to Bruce.

Bruce and Pat finally met at the 2005 FCA Nationals in San Ramon. Since Pat drove the Sprint out to the Nationals, Bruce asked Pat to stop by his house in Ogden, Utah on the way back east.

"When I arrived at his house, Bruce said he wanted to show me something across town. We drove out to this large metal building. Inside were about ten Mustangs and over in the corner was a 1963 Sprint. He said he missed the car he sold me so much that he is building a clone of it. That is why he asked for the old parts from my car."

Diane and Pat Varricchio



The Sprint comes home to Maryland in 2002



Tigger is a lucky dog! He poses in the Sprint with Pat, above left and with Diane, right.

Pat is a semi-retired carpet installer who was born in Pittsburgh, Pennsylvania and Diane is a retired Administrative Assistant for the Baltimore County Public Schools. They have two children and one grand child. They joined the Mason Dixon Chapter in 2003 and joined the "migration" to California in 2005, one of the highlights of their membership. Pat is the Vice President of the Mason Dixon Chapter, which is looking forward to welcoming FCA members to the National Meet in Dover in 2009.

Pat and Bruce are looking forward to having the two Sprints parked side-by-side at a Falcon Club of America National Meet in the near future.

Pat will have his Sprint in Dover at the 2009 FCA Nationals. Maybe Bruce will bring his from Utah; or they can meet in the middle in Detroit in 2010.



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